Community Parking Districts City of San Diego

Case Study

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Community Parking District Program

- Established in 1997; revised in 2004
- Goal: provide a mechanism to implement parking management solutions to meet specific needs
- An economic development program

- A portion of the revenue from parking meters (45%) is shared
- Uses: parking lots, parking structures, valet parking, parking/transportation signage, and related extraordinary landscaping, maintenance, and security.

6 Designated Parking Districts



1. Downtown



2. La Jolla



3. Pacific Beach



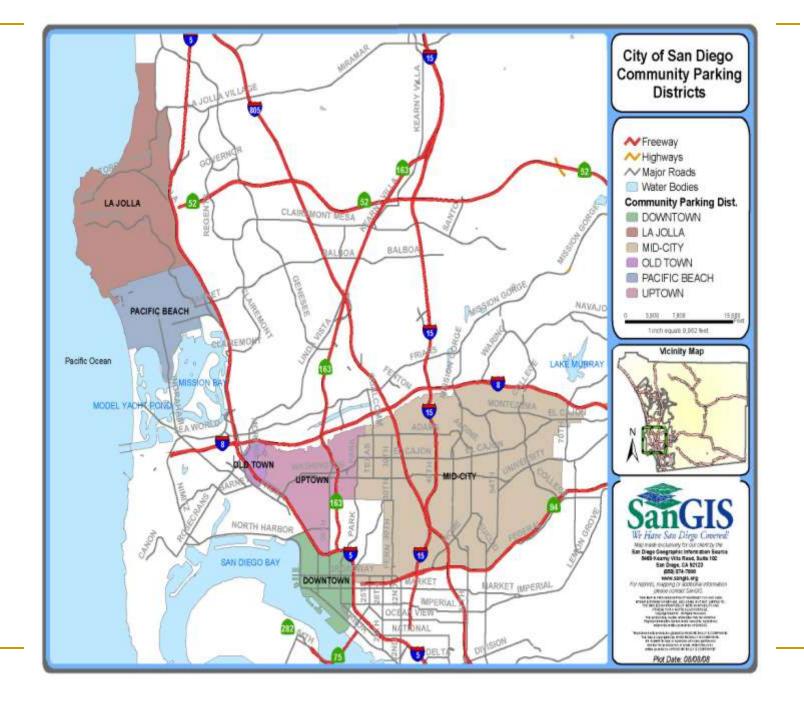
4. Mid-City



5. Old Town



6. Uptown



Council Policy 100-18

- Criteria/process to establish a district
- 55-45% split
- Council discretion
- Other revenues allowed to share: valet, permit fees, payment-in-lieu
- Management criteria
- 5% administration fee

COUNCIL POLICY

CURRENT

SUBJECT: COMMUNITY PARKING DISTRICT POLICY

POLICY NO.: 100-18

EFFECTIVE DATE: November 15, 2004

PURPOSE:

The intent of this Policy is to provide a mechanism whereby communities unable to meet existing parking demands may device and implement parking management solutions to meet their specific needs and resolve undescrible parking impacts. This Policy satisfactors to meet their specific needs and resolve undescrible parking impacts. This Policy and property that such communities, at their initiative, and with the approval of the City Council, can be responsible for satablishing and managing a Community Parking District. This Policy specifies the procedures to be followed to establish a Community Parking District. This Policy also provides for, and specifies the procedures under which certain parking management-related revenues earned by the City within the geographic boundaries of an existing or newly designated Community Parking District may be allocated to the Community Parking District to implement and manage improvements that address parking impacts. This Policy is not intended to reduce existing City revenue streams decived from various parking management-related fees, citations, permits, etc. Any references in this Policy to allocating a portion of parking meter or other parking management-related fees to Community Parking Districts is intended to apply only to new or prospective revenues. This Policy will be implemented in a manner that prachedes any reduction of distinguishness of City revenues.

POLICY:

- A. Establishment of Community Parking Districts
 - 1. A community planning group or a business improvement district may submit to the City Manages a request to form a Community Parking District when existing City mechanisms for implementing parking management solutions have been insufficient or such mechanisms do not exist within the community. The City Manager shall convey all such requests, along with the Namager's recommandation regarding each, to the City Council or any of its committees for its consideration. In the event that an organization submits a request that affects an existing Community Parking District, the City Manager will present the request to the Dourd of the existing Community Parking District prior to forwarding the request to the City Council or any of its committees for action. A request to form a Community Parking District shall contain each of the following:
 - A map or other description of the geographic area proposed to be designated as a Community Parking District
 - b. Date to varify that the proposed geographic area is in fact adversely impacted by parking demands. Such date may be provided by a parking study commissioned by the City Manager or by a qualified private traffic exgineer who would be required to submit his/her date and findings to the City Manager for review, a

CP-100-18

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Strengths vs. Weaknesses

- Direct impact
- Involves business owners and residents
- Tailored to specific needs
- Flexibility to implement new programs

- Significant
 administrative overhead
 for non-profits to run
 parking districts
- Diffused effort
- Occasional inconsistency in policy application

Successful Highlights

Downtown:

"Park-It-On-Market" -- 500 spaces with ground level retail shops 1,200-space parking structure in the East Village at 6th St. and K St. Implemented multi-space meters Piloted variable rates and times

Uptown:

Implemented new meter technology New streetscape Supplies hundreds of park cards

La Jolla & Pacific Beach:

Secured consultants to review beach parking demand and provide management solutions







Question & Answers

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